



Mails.

## NORDDEUTSCHER LLOYD.

BRUNNEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAN, SOUTHAMPTON, ANTWERP and HAMBURG	"BULOW"..... H. Formes.....	WEDNESDAY, 18th May, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	PRINZ EITEL FRIEDRICH <sup>1</sup> ..... Capt. E. Maibow .....	About WEDNESDAY, 18th May.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MEL. BOURNIE	"FRINZ WALDKMAR"..... Capt. F. Isacke .....	SATURDAY, 21st May, Daylight.
YOKOHAMA and KOBE	"PRINZ SIGISMUND"..... Capt. D. Leo .....	About TUESDAY, 30th May.
KUDAT and SANDAKAN	"BORNMOE"..... Capt. F. Semill .....	About end of May.

For further particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 5th May, 1910.

[7]

MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE via SUEZ CANAL.  
TO AND FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, TOURANE	Lancelin.....	9th May, P.M.	
MARSEILLES, VIA PORTS	CACHAR.....	Lauriol .....	9th May, 11.5 P.M.
SHANGHAI, KOBE, YOKOHAMA, VARA	.....	.....	23rd May, P.M.
MARSEILLES, VIA PORTS	.....	AUSTRIEN .....	24th May, at 7 P.M.

Transhipment on the Oceano Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris, £1.75, up to £1.10, 10 hours' railway from Marseilles to London.

Interpretis most passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 26th April, 1910.

## Intimations.

RIGHT!

EYES

N. LAZARUS, OPHTHALMIC OPTICIAN,  
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.WILL test your eyes free of charge, and if they are wrong will put them right.  
Leaves Ground. All kinds of Repairs. Spectacles for all requirements.  
Ask, or write, for illustrated Booklet on "Defective Sight,"—free.LONDON, CALCUTTA, SHANGHAI,  
John Street, Bedford Row, W.C. 60, Benjiak Street 564, Nanking RoadFOR SALE  
AT  
GRACIA & CO.  
27, DES VŒUX ROAD.ASIATIC POSTAGE STAMPS  
and  
VIEW POST CARDS.Stamps in Sets, Packets, Bags and Single.  
Assortment of Stamps and Post Card Albums.Postage Stamps Catalogues for 1910.  
Stock Books, Duplicate Pocket Books,  
Transparent Envelopes.Tweezers, Magnifying Glasses, Perforation  
Gauges.Novels, Books for parlour and household  
use. Toy Books for Children.Prayer Books, Religious Pictures, Pendants,  
Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

MANILA CIGAR AND  
CIGARETTES.

&amp;c., &amp;c., &amp;c.

Inspection invited.

Hongkong, 12th January, 1910.

LEE YEE  
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES  
AND

TOILET REQUISITES

FOR SALE.

16, D'AGUILAR STREET,

HONGKONG.

Hongkong, 2nd September, 1909.

[10]

TIN TING

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET,

REASONABLE FEES

Constitution Fees

Hongkong, 2nd June, 1904.

[10]

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

IN COURSE OF CONSTRUCTION.

Docking Length ..... 515 ft.

Width of Entrance ..... 80 "

Water on Blocks ..... 28 "

## No. 2 DOCK.

Docking Length ..... 376 ft.

Width of Entrance ..... 50 "

Water on Blocks ..... 26 "

## No. 3 DOCK.

Docking Length ..... 481 ft.

Width of Entrance ..... 63 "

Water on Blocks ..... 21.5 "

SHIPPING STRIKE AT  
MARSEILLES.MAIL STEAMER HELD UP: CREWS'  
GRIEVANCES.

highly technical mechanical engineer's affair to-day. Economy must be pursued with efficiency, and there are constant inventions being brought out to reduce cost and labour, and laundries too full of out-of-date machines are necessarily feeling the pinch.

All sorts of wonderful chemical products are to be seen brought into use by the demand of modern fashions. The highly-colored silks adopted by menfolk last year could not when boiled be made fast the color should fade. So a specially prepared form of mordant extract and other substances was introduced for the purpose of getting the starch out of the shirt before it could be washed. And a very expensive preparation of borax is now used in up-to-date laundries for removing stains from delicate fabrics and silk.

MODERN "SONG OF THE SHIRT."

One of the most interesting exhibits, from a woman's point of view perhaps, is Singer's sewing machine models. Each machine, under the guidance of a woman, does its special work, be it seam, collar band, cuffs, buttonholes, or the stitching on buttons. The latter can be sewn on at the rate of ten a minute.

One machine makes six exquisite colored monograms at once, another darts a hole in lace, yet another turns its attention to stockings. Some machines make tucks, others do draw-and-bend work—while as to embroidery, scalloping, or making five tucks at once, that seems a small matter.

People who ask why girls of this generation don't love their needles as their grandmothers did should go and study Singer's corner and learn wisdom!

## Auction.

## PUBLIC AUCTION.

THE Undesignated have received instructions  
to sell by

## PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

the 7th May, 1910, at 2.30 P.M., at their  
Sales Rooms, No. 8, Des Vœux Road,

corner of Ice House Street,

## A LARGE ASSORTMENT OF

## JAPANESE CURIOS,

Comprising—

CARVED CHERRYWOOD CABINET,  
TABLES, DESKS, CHAIRS and STANDS,  
CARVED IVORY FIGURES, CARVED  
BRASS BOWLS and VASES, KINKOSAN  
SATSUMA VASES, TEA SETS, MAKUD,  
SUZU and IMARI WARE, SILVER GLO-  
SONNE VASES and INCENSE BURNERS,  
SILK-EMBROIDERED SCREENS and  
WALL HANGINGS, KAKEMONOS,  
JAPANESE FAND-PAINTED TEA SETS,  
&c., &c., &c.

Catalogues will be issued.

TERMS.—As usual.

## HUGHES &amp; HOUGH,

Actioneers,

Hongkong, 30th April, 1910. [33]

OTHER CREWS JOINING.

The crews of the Longea, Dumbea, Medoc,  
Oxus, Calendula, and Segeal, which are due

to sail on Thursday,

have also declared that

they will join the movement.

The Ville de Naples for Oran, and the Ville de Tunis for

Algiers, are still unable to sail.

The consequence is that the General Trans-

atlantic Company, to which the two latter

vessels belong, has begun to reimburse pas-

senger, and is declining to issue more tickets.

Already some hundreds of passengers are held

up at the port.

The point at issue is by no means new.

The Inscrif Maritimes have long agitated for the

right to strike, like other trade unions. Against

this it is objected that they have special

privileges as a close corporation—for instance,

the clause forbidding the shipping companies

to engage more than 25 per cent of their crews

from among foreigners or French subjects who

are not Inscrif Maritimes.

"Take away this clause," say the ship-

owners, "give us our freedom to select what

men we like, and by all means, grant the

Inscrif Maritimes the right to strike."

STATEMENT IN THE SENATE.

The question came up before the Senate

to-day, when M. Cheron, the Under-Secretary

of State for the Navy, declared that he was

absolutely determined to restore discipline to

the maritime navy.

"As a result of the former strikes," he said,

"a law confirming labour aboard ship was ap-

plied. Disputes have arisen as to its applica-

tion, but we formed a mixed committee of

shipowners and Inscrif Maritimes, and the

difficulties were obviated. Today's incidents are, therefore, entirely without justification.

The Inscrif declared they would order a

general strike if the 12 defaulters were ar-

rested.

The Government cannot yield. I am

leaving for Marseilles; the Inscrif may have

confidence in the solicitude of the Government,

but some of them are following ringleaders.

I must go to the honest folk who are being

hoodwinked; I will tell them the truth. The

law shall be applied; discipline shall be

restored."

Some idea of the interest with which the

Marseilles movement is regarded may be

gathered from the fact that M. Pétayrol—in

whose constituency Marseilles is situated—

declared in the Senate that last year's strike

cost that port between three and four millions

sterling, not to speak of the loss inflicted on

Algeria.

"Foreigners," he said, "are emphasising

this situation. In Germany it is being said

that sailors and arrivals are no longer to be

reckoned on as Marseilles."

PRICES:

At the Stables or anywhere in Hongkong,

\$1 per animal.

At K

Intimation.

## Powell's

ALEXANDRA  
BUILDINGS.

NOW SHOWING.

New Fabrics

FOR

SPRING.

AND

SUMMER.  
GOWNS.STRIPED  
ZEPHYRS

50 cts. Yard

MERCERISED  
LAWNS

75 cts. Yard

FLOWERED  
MUSLINS

50 cts. and \$1.00 Yard

FLOWERED  
VOILES

50 cts. and \$1.00 Yard

CREPOLINES

LINENS

\$1.00 Yard

POPLINS

All the above are of  
Exceptional Value.

POWELL'S

Alexandra  
Buildings.

## GOLDEN HOPE ESTATE.

FIRST YEAR OF SYSTEMATIC COLLECTION.  
ORDINARY GENERAL MEETING.

The fourth ordinary general meeting of the Golden Hope Rubber Estate, Limited, was held at the London Chamber of Commerce, Oxford Court, E. C., last month, Mr. J. L. Anstruther (chairman of the company) presiding.

The chairman said, according to the report of the meeting in *The Financier*: We must deplore the fact that since our last meeting, Mr. Brett, who was a most valuable director and took a great interest in the affairs of the Golden Hope Estate, has died. His place on the board has been taken by Mr. Muller. The report for last year, which has been duly circulated, I will, with your permission, take as read. I am very pleased to be able to congratulate the shareholders on having now completed our first year of systematic rubber collection, our previous revenue having been almost entirely obtained from coffee, with some little assistance during the last quarter of 1908 from the first tapping of the fields planted in 1903, together with a few old Para trees and the gove field old Ramboog rubber, planted before we acquired the estate. In this field, as mentioned in the report, we have decided to take out the Ramboog trees, which, although looking very fine, do not yield latex in anything like the quantity that the Para rubber tree does in our soil, and we shall replace them with the latter variety. The crop of rubber, secured, viz., 51,420 lbs., may, I think, be considered a satisfactory beginning, and will, I have no doubt, be largely augmented as we proceed, and the present fields are maturing while younger fields keep coming into bearing.

## ALTERATION AND IMPROVEMENTS.

As might be expected, it has been found necessary to alter and enlarge the old coffee store in order to adapt the building in the best way for preparing and dealing with the increasing rubber and decreasing coffee crops. A new rice store and general store are also being built adjoining, and an 8 ft. fence, with barbed wire, is being put up all round, as a precaution against petty thefts. Two large English rolling machines have been sent out and are installed. The cost of one of these will come into the current season. The management of the estate remains under the experienced control of Mr. Edmund B. Prior, who has been resident there for so many years, assisted, as before, by Mr. R. A. Gibson. The estate is reported to be in excellent order, and the cost of husbandry has been done for the year at the low rate of 43c per acre per month, it is evident that this work, which is so important, has been well attended to. Last year the corresponding cost was 53c. The cost of tapping, including scrapping 8c. per lb., is also very moderate, considering the trees have been somewhat widely planted through the coffee—30 ft. by 15 ft. It will be noticed that a revenue of £2,131,10s. 5d. was derived from coffee, and Mr. Prior informed us that Golden Hope coffee was again awarded the first prize at the Agricultural Show, Singapore, but what coffee is gathered this year will be sold in the cherry. There is no difficulty in doing this at Golden Hope. It saves a lot of expense, and there is no longer accommodation for the curing. The crop of 562 piculs clear coffee sold in Singapore at £13.91 per picul, and cost £7.83 net, delivered.

## RUBBER DETAILS.

Details of our rubber crop may be of interest. The proportion of rubber graded was: 75 per cent. No. 1 fine crepe, 10 per cent. No. 2 fine crepe, 10 per cent. No. 3 scrap, 5 per cent. No. 4 bark scrap; total, 10 per cent. The net price, 64.7d. per lb., was arrived at after making deductions for loss by moisture, freight, and all charges of landing and sale, in London. The cost of the rubber f.o.b. Port Swettenham was 10.10d. per lb., and inclusive of London office expenses, etc., 15.10d. per lb. The yield of 51,420 lbs. was derived from 940 old trees, tapped for six months only and then rested, 5,294 lbs.; 14,888 young trees, 44,662 lbs.; Ramboog rubber, 1,564 lbs.; total, 51,420 lbs.

The estimated output of rubber for 1910 is £1,000 lbs. For the current year our directors last July made a forward contract for the sale of ten tons rubber at 6s. 3d. per lb. in the balance-sheet you will observe the sum of £1,151 18s. 10d. has been written off development expenditure. This brings the purchase of the property as per last balance sheet, together with development expenditure, including cost of buildings, plant and machinery to the end of the year, after deducting depreciation, to £44,900, which corresponds with our issued capital on the debit side. The directors consider the thanks of the shareholders may well be accorded to Messrs. Prior and Gibson for the successful manner in which they have managed the estate and developed the bearing rubber, and propose out of the carry forward of £3,779 18s. 8d. to award them a bonus.

**OUTPUT FOR JANUARY AND FEBRUARY.** There is one question which I am sure you will wish to ask me, and that is, what is the reason our output of rubber for January and February this year, is less than was last year? We have ourselves naturally been rather exercised about this, but our inquiries have brought the reassuring reply that the short output for these months is due to our opening up new cuts so that the trees have grown sufficiently to enable the hewing-bone system to be started to replace the basal V, with which the young trees were first tapped. Before proposing the formal resolution and asking Mr. Muller to second it, I will be pleased to answer any questions to the best of my ability.

Mr. H. E. Muller, in seconding the motion, said he did not think it necessary to make any comments. The chairman had given all the information except what he himself had obtained just before 12 o'clock at the rubber auction, which showed a distinct advance in price over that of a fortnight ago. Smoked sheet rubber was being done at 10s. per lb.

and other grades in proportion, which must be regarded as very gratifying to anyone who holds shares in a producing company like the Golden Hope.

**SPLITTING OF SHARES.** Mr. Lefroy asked whether the directors had considered the question of splitting the shares, as he thought if this were done, the quotation would rise in the market.

The chairman, in reply, said he thought it was a little premature at present, but if the shareholders were generally of opinion that it should be done, the directors would call a special meeting for that purpose.

The motion for the adoption of the report was then put to the meeting, and carried unanimously.

The chairman then moved: That a dividend of 22 per cent, less income tax, be paid forthwith, making, with the interim dividend of 8 per cent, 30 per cent, less income tax, for the year 1909.

Mr. Lefroy seconded the motion, which was carried.

The chairman then moved the re-election of the retiring director (Mr. H. Eric Muller). This was seconded by Mr. Oldham, and carried unanimously.

The chairman informed shareholders that Mr. Lampard, the other director, was out in the East, and was now about due at Golden Hope, and doubtless they would soon receive his report upon the property. He also mentioned that the directors had been asked to give a donation of £25 to the Ceylon and Malayan Benevolent Fund, and he proposed that this should be done.

Mr. Lefroy, in seconding, said he was quite in sympathy with anything that had for its object the amelioration of the hardships incident to those engaged in tropical regions, many of whom were permanently afflicted by the climate. He was surprised when, in 1904, he visited the company's property, to find Mr. Prior, their manager, in such good health. He appeared to be a strong and healthy man, and ready to do his utmost for the company, and he thought that so long as he was in charge, the shareholders might rest assured that the company's affairs would be conducted on the best possible lines. At the time of his (the speaker's) visit, the Golden Hope appeared to be the only cultivation area, but now, in place of the big, dense morass, there were many square miles of rubber cultivation.

On the motion of Mr. Oldham, seconded by Mr. Vermaut, the auditors (Messrs. McAlpine, Davis and Hope), were reappointed.

Mr. Lefroy next moved and Mr. Ray seconded that a bonus be given to the staff, the details of which were to be settled by the directors. This was carried unanimously, and the proceedings ended with a vote of thanks to the chairman.

HOW TO LIVE LONG AND BE  
HEALTHY.

## DEVELOPMENT OF SOUR MILK CURE.

The day is not far distant when instead of merely wishing your friends good health you will provide them at your dinner-table with the means of attaining good health and long life.

The "Sour Milk Cure" for which the world is indebted to the researches of Prof. Metchnikoff, is now coming to the dinner-table in pleasant and palatable form; and it has come to stay, to open up a new era of hope for long life.

## FASTERED TO A CROSS.

The pris'or was fastened to a rude cross by the executioners and blind-folded. The executioners then dressed the selves in scarlet and advanced with naked swords. There was a bit of by-play on the part of the executioners, which could have been entirely dispensed with; one of them then advanced and with a blow broke the spinal column; a second advanced and sawed the neck half through, causing the head to drop forward; and a third blow from the first executioner completely severed the head. The priests then came forward and recited a chant over the body. The head was impaled. After the body had been examined by H. E. Physi Issac, the chief judge, Khun Ruang and Mr. Parsons, it was dragged and thrown into an open grave, the head being thrown in after it.

The prisoner was convicted about two years ago of the murder of a Chinaman.

It is a pity that these executions are carried out in public. Young Siam has made great strides in progress. It seems a pity that she does not add to her laurels by abolishing this disgusting exhibition of cruel justice.

## AN AID TO LONG LIFE.

The Metchnikoff sour milk, which is claimed to be a remarkable aid to longevity, owes its beneficial power to a lactic acid ferment which destroys the millions upon millions of putrefactive microbes which lurk in the digestive tract of every man, woman, and child. These putrefactive microbes, if they are left to themselves, act injuriously upon the blood vessels and nervous system, and in consequence, they shorten the duration of life.

The power of the sour milk and its lactic acid ferment was first apprehended when scientists, on visiting Bulgaria, noticed that not only did the natives attain to a remarkable age, but they preserved their qualities of youth and vigour until the end. Deaths at the age of 110, 115, and 120 years were by no means uncommon; and this in a population living in comparative poverty. This longevity, the doctors, attributed to the national habit of using a special form of sour milk as a daily article of diet. The difference between this sour milk and the curds or buttermilk often drunk by the English and Scots peasantry is that the Bulgarian sour milk is cured by means of a living culture of lactic-acid-forming bacilli. The drinking of this soured milk is the recipe for old age advocated by Prof. Metchnikoff.

## SOUR-MILK CHEESE.

But sour milk is not a pleasant drink, and there is danger from an impure culture. British enterprise, however, has now risen to the occasion. A perfectly agreeable and pleasant form of taking the Metchnikoff "cure" has been found by Messrs. Apia and Barret, the famous Yeovil firm, whose St. Ivel cheese, St. Ivel cream, and lyeicon are known and liked from one end of the land to the other. They are now making a "Lactic St. Ivel cheese."

They have found a satisfactory method of introducing the real Bacillus Bulgaricus into their St. Ivel cheese, without sacrificing any of the delicate flavour of the cheese. Your grocer or your dairyman will now be able to provide you, in the form of the "Lactic St. Ivel cheese," with the means of good health and long life. Every packet of the new "Lactic St. Ivel cheese" will contain the Bacillus Bulgaricus in a vigorous and active form, and to ensure that the culture shall be absolutely pure and safe arrangements have been made for a supply to be sent from one of London's leading hospitals direct to Yeovil every week.

## MAN WHO LIVED TO BE 152.

Exceedingly interesting, under the circumstances, is the by no means unlikely suggestion that the phenomenal age of "Old Par" — who, it is believed, reached the age of 152 years and nine months — was due to a sour cheese and sour milk diet.

William Harvey, the doctor who made the post-mortem examination of Old Par's body (according to a letter from Dr. Fraser Harris in the *London*, November 1908), said: "His ordinary diet consisted of sub-rancid cheese and milk in every form, coarse and hard bread, and small drink, generally some beer."

In the light of the Metchnikoff discoveries, modern science seems to tell us that Old Par's longevity (which has puzzled many biologists) may have been due to this very dietary.

## EXECUTION AT TONGKAH.

CONDEMNED MAN CRUCIFIED  
AND DECAPITATED.

Towards four o'clock on a hot cloudy afternoon on the 12th inst. says the *Tongkang Gazette*, vast crowds of persons came flocking the countryside into the little town of Pangaga and there seemed to be much excitement among them. The crowds halted at the Government office, where His Excellency, Physi Issac, and several officers, having finished their day's work, seemed waiting uneasily for something to happen. Within ten minutes their anxiety was somewhat relieved by the arrival at the offices of the chief judge and the chief magistrate. After conferring with H. E. Physi Issac, the chief judge and the chief magistrate, accompanied by Khun Ruang, the chief police officer, Monton Fuket, hurried to the jail. The doomed man was brought forth from his cell and hanged by the judge; the irons round his neck were then removed. Shortly afterwards H. E. the Governor arrived at the jail premises along with several officials and Mr. W. Parsons, the agent of the S. T. Co. The condemned man was then led forth attended by ten men of the gendarmerie, and he held in his hand a lighted candle. The whole procession then filed along for a quarter of a mile down the main road, when the procession turned to the left into the woods and halted in an open space where two small thatched structures had been erected.

On arriving here, the prisoner was attended by five Buddhist priests, who immediately started to recite the litany of their religion. The prisoner, whose hands twitched nervously, and whose eyes blinked constantly, appeared to derive much comfort from the offices of his religion. All sympathy seemed to be with the prisoner and every indulgence consistent with the law was granted to him.

## FED BY A GOVERNOR.

Food (a sort of salt and bread) was administered to the prisoner by H. E. the Governor personally. This was of a religious nature. Money was subscribed by several of the officials and populace as a token of respect to the religion which they profess. All sympathy seemed to be with the prisoner and every indulgence consistent with the law was granted to him.

## SOAP, etc.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Products for Toilet Requisites, Perfumery, Powder,

Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910.

## SAINT-RAPHAEL

## TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anaemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the warranty stamp of the Union des Fabricants.

(1) THE WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLÉTEAS.

CLÉTEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

GAUDBUCK MACBETH & CO., Hongkong.

FRENCH STORE.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNNEES.

THE Steamship

"PRINZ WALDEMAR," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th of May, at 9:30 A.M.

All Claims must reach us before the 13th of May, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents, Hongkong, 2nd May, 1910.

NOTICE TO CONSIGNNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense, into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

## Intimation.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1843.

MANUFACTURERS OF  
HIGH CLASS  
AERATED  
WATERS.

## THIS SEASON'S PRICES :

	PER DOZ.
Soda Water .....	5 Cents.
Soda Water (Bombay bottles) .....	60 "
Potash, Seltzer & B. P. Soda .....	60 "
Lemonade .....	65 "
Tonic Water .....	75 "
Lithia Water .....	75 "
Gloster Ale .....	75 "
Sarsaparilla .....	75 "
Orange Champagne .....	75 "
Lemon-Squash .....	75 "
Kirschberryade .....	75 "

## SPECIALTIES:

Stone Ginger Beer .....	85 Cents.
Dry Ginger Ale—Plates \$1. Splits 60.	"
Lime Fruit Churn— pages .....	Plates \$1. Splits 60 "

Bottles will be charged for at the "Rate of \$1.00 per dozen," in credit in full on being returned in good condition.

A. S. WATSON & CO.,  
LIMITED.HONGKONG AND KOWLOON.  
Hongkong, 30th April 1910.

## The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 6, 1910.

## THE OBSERVATORY.

There is no institution of greater service to the public than that in which Time, Tide and Space are bound, unto the task of providing scientific men with certain data on which to base information of incalculable use to those who go down to the sea in ships, and of a value generally calculable to those who have an interest in those ships. The Hongkong Observatory's report for last year is a document of stereo brevity, consisting of cold statements of fact which conceal from a casual reader the painstaking toil and learned skill of Mr. Flegg and Mr. Plummer and their assistants in the performance of their difficult and responsible duty. We, like others, have in our time attempted to be more or less funny at the expense of the "Clerk of the Weather"; but when we find it on record that ninety per cent of the weather forecasts during a whole year were practical successes, and that the conscientious "clerk is careful to tell us that of these 5% were absolutely and perfectly successful, we are not inclined to levity, but to wonder, and even admiration. In the scrupulously careful acknowledgments of and thanks for observations and meteorological telegrams from Manila and elsewhere, are hidden revelations of the enormous industry of the workers in the Observatory. As many as 14,726 days' observations from ships' log books have been made use of in the year by them. During that time 531 transits, or passages of celestial bodies across the meridian, have been observed. The axis of the transit instrument was levelled 262 times, which sounds a greater feat than the more difficult corrections of errors of azimuth of which with corrections of errors of collimation 18 were made. An error of collimation is that found in the transit instrument when the optical axis of the telescope is not quite perpendicular to the axis of the instrument. An error of azimuth is when the optical axis is not exactly in the meridian, and to correct this astronomical knowledge is required; with the aid of the meridian mark, time and calculation may be saved. We, like the concluding paragraph of this, to the wise, interesting document, it says that "The errors of the Time Ball are given on Table I." Well, if that table be carefully examined, it will be found that during the whole year 1909 the Time-Ball committed no errors!

## LOCAL AND GENERAL.

## VINEGAR AND HONEY.

Bitterness provokes bitterness, and "more flies are caught with one drop of honey," says St. Francis of Sales, "than with a whole barrel full of vinegar." We fear that very often a good cause is prejudiced at the outset by a harsh word, an unjust phrase, a truth uttered with a sneer which poisons it. Let the necessary word be said without the harshness, let no injustice taint even our thought, far less our tongue, which dealing with the truth which should never be withered by a sneer. The weapons which we put on when fighting an avowed enemy are instruments of tyranny if raised against a friend or the unarmed. Many bitter things are being thought and said about that section of the Reform Party in China which we may venture to call the semi-illiterate. This barbarous word describes a barbarous state of mind, and is less brutal, than the epithet "pastidential" applied to the educational condition of those whose intellects have been half-opened by a smattering of Western education. We ourselves also have said many bitter things about these young men. We should, like to live aside, all feeling, and if the protestations of those of the "Young China" party who assert that they are in a state of perfect charity with us, as we are with them, are true we have a well-founded hope that we can all come to a better understanding of each other, and above all of our duty. The truth must not be shirked that there are large numbers of the "semi-illiterate." So many are they indeed that we are not exaggerating nor are we insulting a class when we state that some ninety per cent. of the so-called "Foreign-educated" students must be included. Some of them come from missionary schools, where they have studied English and arithmetic for a few years, and a very small amount of geography and history and one or two other subjects, including perhaps Holy Scripture. In the latter subject we can give instances of students who, after more than six years of a missionary school where they had "graduated," appeared to be as learned in Bible History as our boyhood's friend and companion as our old sage, Tom Sawyer, who, when asked the names of the first two Apostles, replied that they were "David and Goliath." Their English was good enough to be painfully bad, especially in composition, and even in plain copying. As for geography they did not know the names of all the capitals of Europe, and had apparently never heard of Liverpool or Manchester, England, but had heard vaguely of Santa Rosa Cal., or Tukagon, Pa., or was it Ma., or Gee? It is needless to say that of profane history they knew as much as the sacred records of the Bible. That Julius Caesar discovered Great Britain and built a wall like the Great Wall of China and was crowned at Westminster Abbey, when many people were killed, will linger in our memory as a green oasis in the desert of the arid facts of English history. Yet these young men were prominent members of several patriotic societies, and posed as authorities on things foreign. One is headmaster of a Chinese Government School. Others are "graduates" from the latter class of establishment. They are wretchedly ignorant of everything save, perhaps—and only perhaps—a little mathematics, in the rare cases where they have learnt a little from a first-class man, a Chinese, who after spending his best years abroad in study can get no better employment under the Government than the ill-paid thankless task of teaching an unruly set of young louts who are unfit to be his servants. These students are the trouble-giving class. They fancy they know far more than they could know had they studied hard under good teachers for longer, and are an impudent reproach that bad marks given an examination paper may cause a whole class to go on strike—an increasingly frequent and favourite way of showing a displeasure at a teacher. Indeed, it is not unknown for a whole school to go on strike, and insist on the removal or even dismissal of a teacher who has incurred their dislike. These, too, are the men who inspire horrid libels on anybody in power in the vernacular papers, who organise senseless and causeless strikes, and get up petitions against foreign loans, and who generally behave in an irresponsible and meddlesome manner. Many imagine that because they have studied for two or three years in a foreign country they are therefore the equals of anybody anywhere, and far superior to the stay-at-home plodders. When even a most earnest, hard-working, and brilliantly clever Chinese, after studying "Western Subjects" for six years in China, and having spent five more strenuous years at an American University, was with unaffected modesty that it was only during the last two years that he had fully realized what a tremendous task he had set himself, and how far he still fell from its accomplishment, one may be excused for sharply rebuking the smatterers who bring discredit on those thorough workers who merit our admiration. It is among the latter, not the former, that the great public men and the equally great-hearted and great-souled talents who work silently and selflessly for great causes will in future be found. Not by self-assertiveness, not by presumption, immature interference and meddlesomeness will the reforms come.

## Cycloone or Typhoon E. of Southern Luzon

Manila, May 6, 1910, 9 a.m.

"Silence, self-knowledge, self-control."

"These three alone lead me to victory."

The German Mail of the 6th April has been delivered in London.

THE S.S. *Savaria* arrived from Manila to-day; she will be dry-docked at Taikoo's for repairs.

A SEAMAN from the s.s. *Empress of Japan* was fined \$5 at the Magistracy this morning for assaulting a Police constable and a further \$5 for behaving in a disorderly manner.

In the course of a certain action in the Summar Court this morning, Mr. Flegg declared that he appeared for two of the defendants under protest, as the question of substituted service was not applicable to that case.

THE masters of three steam-launches were fined \$15, \$12 and \$10. In the Police Court this morning for carrying an excess of passengers to Chik Wan in connection with the Tsz Hau (Goddess of Heaven) festival.

Two chair-coolies were fined \$1 each at the Magistracy this morning for assaulting a European lady in Mosque Street. The coolies demanded more than their legal fare and were refused attempted to strike the complainant.

THE *Straits Echo* says: "The Opium monopoly employs 80,000, a larger number, we are informed, than that employed by the last Farm... Last month (April) the monopoly prosecuted 28 people; this month there has only been half that number of cases so far."

THE N.G.I.s.s. *Cobri* which is due here on Sunday, the 8th inst., is bringing out a small contingent of Indian relief for the Macao Garrison. The contingent is composed of 45 men—"Mahrattas" as they are called in Macao—under one native sergeant and commanded by one Portuguese officer.

S.S. "KWIYIANG."

WRECK SOLD BY AUCTION.

Messrs. Hughes and Hough put up for sale by public auction this afternoon the wreck of the s.s. *Kwoklyn*, as she lies on the Little Ocksea Island, near Amoy. Lot 1 was the wreck of the steamer. Bidding started at \$50 and rose by that amount to \$1,050 when subsequent offers were of \$1,000 and \$1,050 respectively, until \$1,600 was reached. At that figure the wreck was knocked down to Ah-Wing. The same purchaser bought also Lot 2, all the cargo on board, which was sold for \$60.

100% THE OUTBREAK OCCURRED.

Even before the huge liner drew alongside the No. 3 wharf at Kowloon, at 10 a.m. in order to be able to discharge her cargo into the godowns, a member of the *Hongkong Telegraph* staff was standing at the pier head awaiting the berthing of the *Goben* so as to secure an authoritative and detailed account of the outbreak. The result of our representative's investigation follows.

NO. 6 HOLD.

Situated at the stern of the vessel, and directly beneath the second class cabins and some of the steward's quarters, No. 6 contained in the lower hold a cargo of miscellaneous Japanese goods—lacquer ware, matting, etc., and in the upper, bales of silk and sacks of sesame seed. Yesterday morning at about 8 o'clock one of two of the stewards attending the second-class cabin remarked that the heat was unusually uncomfortable for the place and time. Presently they observed that the ventilators connecting with the hold were so hot that there could be but one explanation and but one thing to do. Their prompt report was followed by prompt

"FIRE!"

Everyone was called to fire-stations, and the second-class passengers migrated without fury or discomfit to the first-class. The ship's engineers, justly proud of pump which can flood a fiery furnace as big as, say Purgatory, in about an hour, set themselves steadily to the methodical German way, even the stewards, and the work of extinguishing every spark and of getting up cargo from the hold continued until late at night. Indeed, work has been unceasing for some, although the lower hold had not yet been opened up at noon to-day.

EXTENT OF DAMAGE.

Until this lower hold has been pumped dry it will be impossible to estimate the extent of the damage. All that could be seen now was the gaping upper hold, empty of much of its cargo, and being rapidly cleared of the remainder. A few bundles of charred silk on the floor of the upper hold showed how fiercely the red enemy must have blazed beneath. Bales upon bales of silk, some damaged by water from the hose, and some by steam vapour, were piled on deck, testifying to the energy of the ship's crew. Hundreds of damaged bags of sesame seed had to be jettisoned. Damp seed is a bad business in the hold of a ship. The loose silk is being put into baskets and will subsequently be valued separately. The damage done by steam will also be differentially calculated, as it will prove less in extent and gravity to that done by the sea-water from the hose, or the pipes. As for the cargo in the lower hold it is not yet possible to say anything except that some must have been destroyed by fire and that the rest is under water.

CHERFUL EFFICIENCY.

With an absence of fuss, which does credit even to such well-known, hard and efficient workers as the officers and men of the Norddeutscher Lloyd, the fire was put out, the cargo was partly jettisoned, partly shifted and partly flooded, the second-class passengers all snugly put back in their own quarters again, and nothing to show that there had happened anything at all out of the way, except the piles of straw-packed bales of silk on the deck above attest the second-class. An officer on board who told our representative that he had been at work since yesterday morning, and would get no time for rest till this afternoon, showed a singular

## German Mail on Fire.

## N. D. L. "GOBBEN" PUT BACK.

## CARGO OF SILK DAMAGED.

On Wednesday last the German mail steamer *Gobben*, with a full complement of homeward bound passengers and the holds well filled with a valuable cargo of silk and general merchandise, left the harbour at noon for Singapore and Bremen via ports. The re-appearance of the stately liner in the harbour early to-day, therefore, denoted certain adventurous happenings which pointed to some mishap as having occurred on board while the vessel was yet a few hundred miles to the Southward of Hongkong. The surmises proved correct. When inquiries were instituted, a representative of the *Hongkong Telegraph* learnt that fire had broken out on board the mail steamer and that she had put back to Hongkong to have her damaged cargo discharged and to undergo a survey before she can put out to sea again.

THE FIRST NEWS

to be received in Hongkong of the outbreak of fire was a cabled message to the agents of the Norddeutscher Lloyd Company in Hongkong (Messrs. Melchers and Co.) from the Captain when two miles north-west of Gap Rock. At 6 a.m. to-day Captain B. Wilhelmi signalled the Station reporting that fire had broken out in the hold of his steamer amongst the cargo. The fire was extinguished and Captain Wilhelmi desired that a report of the occurrence might kindly be made by telegraph to the owners of the steamer. The report stated that the cargo was damaged, although the extent of the damage was not then known. The message added that lighters would be required to discharge the damaged cargo as soon as the *Goben* got into port.

SURVEYORS COMMUNICATED WITH.

No sooner did the message reach the office of the *Goben* than a cabled message to the agents of the Norddeutscher Lloyd Company was communicated with as to the occurrence of the outbreak on board the *Goben*. A representative of the firm of Messrs. Douglas and Goddard, surveyors on behalf of the underwriters, at once proceeded on board, while Mr. John Lambert, for Lloyd's Register, also crossed over to Kowloon to carry out a preliminary survey.

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## Education in Hongkong.

## SPECIAL COMMITTEE'S REPORT.

## IMPORTANT RECOMMENDATIONS.

The following report of the Education Committee was laid on the table at the Legislative Council meeting yesterday:—

The committee, consisting of His Excellency the Governor to consider and report upon the questions embodied in the terms of reference, Appendix A. A further question having reference to the nomenclature which should be adopted to describe the various classes of schools, and their internal divisions was subsequently referred to. In our report we have adopted the nomenclature which we recommend and which is given in Appendix B.

The committee met seven times, and between our meetings correspondence was circulated. No evidence was taken orally; but where necessary, questions were referred to educationalists whose opinions it was thought desirable to obtain.

Holding the opinion that most of the questions to us demand for their answers upon financial considerations, we first turned our attention to the

## STAFFING OF SCHOOLS.

Since the provision of the staff is the principal item of school expenditure. This question involved the preliminary consideration of the nature of the Chinese staff. Next was considered the financial result which might be expected to follow from an insistence upon the staff thus found to be necessary. Here distinct inquiries had to be made to distinguish between the cases of Government Schools, the loss caused by the proposed increase of staff was more than counterbalanced by an expected increase of fees; so that, without overstepping the limit set by the preface to the terms of reference, it was possible to recommend an extension of the existing number of Lower Grade English Schools; in the case of the Grant Schools, there was no such surplus available. On the other hand, the existing staff fulfilled already, or nearly fulfilled, our requirements in most cases; and we were of opinion that our proposals would cause a considerable loss to the schools concerned. When therefore we proceeded to our next task, and considered what readjustments were advisable in the method of assessing the grant in order to secure greater efficiency, we felt that the average rate per unit need not be increased.

## EFFECT OF THE RECOMMENDATIONS.

outlined above will be, we hope, a considerably increased standard of efficiency in Government schools, with no loss of the numbers attending them, which increase will be paid for by the recent increase of school fees; while in Grant Schools what increase in efficiency is needed to bring them up to the desired standard will be provided without putting an unusual strain upon their resources.

We arrived, at the important opinion that in view of the

COSTLINESSES OF AN ENGLISH STAFF. It should be the policy of the Government to take measures for the adequate training of Chinese masters.

We desire further to point out that our recommendation of a higher grant for the removal and upper classes involves a detailed examination of the pupils in the remove. This and the necessary supervision of the proposed Lower Grade Schools will throw a large increase of work upon the Education Department.

The other questions considered and answered by the committee are sufficiently explained by the following recommendations.

Unless otherwise stated, our references are to English schools only.

RECOMMENDATIONS.

Staff.—Qualifications.—Ratio of English and Chinese masters to pupils, and to one another.—English mistresses.

All Chinese masters in Government and Grant Schools, except such as may be specially exempted upon such grounds as long experience or previous training, should go through a three years course of training at the Technical Institute.

Facilities should be granted in the Normal Class at Queen's College for the training of pupil teachers from Grant Schools.

Note.—Pupil teachers from the three Upper Grade District Schools already attend this Class.

It is not intended by this recommendation to discourage such schools as may prefer to do so from training their own pupil teachers.

Certified English mistresses may be substituted for Chinese masters in the lower classes of Upper Grade Schools, and in Lower Grade Schools.

Forty should be considered, the maximum number of pupils which can be taught efficiently by one English or Chinese master.

Lower grade schools for Chinese and the lower classes of upper grade schools for Chinese should be considered to be adequately staffed, for every division of not more than forty pupils there is one second-year Chinese master.

Provided that if one third-year Chinese master or a certified English mistress be substituted for one second year Chinese master, then one first-year Chinese master may be substituted for another second-year Chinese master.

Note.—Thus for any three divisions in a lower grade school or in the lower classes of an upper grade school, there would be the following alternatives of staff:—

(a) Three second-year masters;

(b) One third-year master or certified English mistress;

One second-year master;

One first-year master.

## VI.

The remove and upper classes of a school for Chinese should be considered adequately staffed, if the proportion of English to Chinese masters is not less than two to three.

## VII.

Since no third-year course has hitherto been given at the Technical Institute, reasonable time, should be given to Grant Schools to provide themselves with adequate Chinese Staffs in the following way:—

In assessing the adequacy of Chinese staffs, for the school year ending in 1911, a second-year master should be accepted in place of a third-year master, and a first-year master should be accepted in place of a second-year master; and for 1912, a second-year master should be accepted in place of a third-year master.

## EFFECT OF THESE PROPOSALS.—PROPOSED NEW SCHOOLS.

## VIII.

The reduction in the numbers at Queen's College and the District Schools caused by the limitation of numbers in a division to forty, which is estimated at 364, should be made up by the provision by Government of three lower grade schools for Chinese, situated at Taiping-shan, Wan-tai and Yum-tai respectively. Each school should provide accommodation for a maximum enrolment of 120.

We do not recommend the continuance of scholarships from the Varianular Grant Girls Schools into the Bellies Public School.

## XVII.

The Committee have carefully considered, and are unable to recommend the following proposals:

(i) The fixing of a ratio between the numbers in the upper and lower classes of schools, which the proposed lower rate of Grants to the lower classes and the proposed limitations of numbers in the lower classes render unnecessary;

(ii) The charging of higher fees in the upper classes of schools;

(iii) Any compulsion by the Government upon Grant Schools in respect of the rate of fees which they shall charge to pupils.

Note.—In Government schools the fees have recently been raised. In Grant Schools we recognize the general principle, that the Government should so far as is possible abstain from interfering with their internal economy.

Owing to the quasi-charitable nature of many of these organisations exceptions to such a rule would of necessity be very numerous.

(iv) Regulations regarding superannuation;

Note.—In practice it is found that pupils invariably leave if they fail to get on at school; and therefore such a rule is not needed. At Queen's College where it has theoretically been in force for some years, exception to apply it has not arisen.

(v) Special rates of fees in favour of (a) British subjects or the children of residents of the Colony, (b) Boarders, (c) where more than one of a family is in attendance at school.

Note.—The Committee have carefully considered these suggestions, which at first sight seem reasonable and attractive. We were however led to discard them for the following reasons:—Proposals (a) and (c) would be difficult to administer, would almost inevitably lead to abuse, and would be unpopular with the Chinese. Such distinctions between British subjects and aliens are moreover not made at home in China. Proposal (b) would be of special benefit to aliens who have come to Hongkong for education, as for instance waifs and strays collected by Missions up country in China and brought to Hongkong, e.g., the children at the Berlin Foundling Home. In the limited resources at the disposal of education we hesitate to support this proposal.

## XVIII.

QUEEN'S COLLEGE AND GIRLS SCHOOLS.

The Committee are of opinion that Queen's College may well be developed on the lines of a school primarily intended to feed the University. This end will, at present be best served by paying special attention to the classes preparing candidates for the Oxford Local Examinations.

The normal class is a very valuable feature of the College, and one to which due importance should be attached.

## XIX.

While the training of Chinese women teachers is highly desirable, attendance at the Technical Institute cannot be expected of them.

Otherwise there do not appear to be good grounds for any marked differential treatment between boys and girls schools, to which we need draw attention.

(b) Not more than one free scholarship from each of the following lower-grade English schools, Ping Shan, Tai Po, Cheung Chau, school for Indians and the three proposed schools into Saitiengpu, Yumtai and Wan-tai, each tenable for two years.

(c) A free scholarship for the top boy in each class (except Class 4) of Saitiengpu, Wan-tai and Yumtai, tenable for one year.

(d) Four free scholarships and two of \$10 per annum from Class 4 Saitiengpu to Queen's College.

(e) Three free scholarships and two of \$10 from Wan-tai to Queen's College, as ab. v.

(f) Two free scholarships and one of \$10 from Yumtai to Queen's College, as ab. v.

(g) Five free scholarships from Class 4 at Queen's College into the upper school tenable for three years.

Scholarships should not be granted to pupils who are obviously not in need of financial assistance.

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EDWARD A. IRVING,

Chairman.

G. H. Victoria,

A. W. Brewin,

P. M. de Maris,

Lau Chi Pak,

T. K. Dau, Hon. Secretary,

Education Office, 24th March, 1910.

CHAMPION SWEEPSTAKES.—One mile and a quarter.

MARBLIES (Springfield) .....

Spring Ross (Burkhill) .....

Sagittarius (Moller) .....

Time: 1 m. 37 2/5 sec.

Record time: 1 m. 36 2/5 sec.

RACING STAKES.—One mile.

Heroic (Jones) .....

Perseverance Tree (Vida) .....

Mahalia (Willemsen) .....

Time: 2 m. 15 1/5 sec.

Record time: 2 m. 14 2/5 sec.

YANCTZEE CUP.—One mile and three quarters.

Buckingham (Johnstone) .....

Suisse (Vida) .....

Banff (Burkhill) .....

Time: 2 m. 12 2/5 sec.

Record time: 2 m. 11 4/5 sec.

MANCHU STAKES.—One mile and a quarter.

Warwick (Dalglish) .....

Kismet (Rallton) .....

Edendale (Johnstone) .....

Time: 2 m. 54 3/5 sec.

CONSOLIDATION STAKES.—One mile and a quarter.

Orcas (Rowe) .....

Argante (Mayrak) .....

Lamerton (Johnstone) .....

Time: 2 m. 54 3/5 sec.

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Marbles (Springfield) .....

Spring Ross (Burkhill) .....

Sagittarius (Moller) .....

Time: 2 m. 50 sec.

Record time: 2 m. 49 4/5 sec.

A protest having been lodged against Marbles' win and sustained, the final decision of the race was announced to be as follows:—

Spring Ross .....

Sagittarius .....

Bilbao Cup .....

NIL DESPERANDUM CUP.—Seven furlongs.

Pörtsch (Vida) .....

Cauchoue (Lindsay) .....

Korma (Burkhill) .....

Time: 2 m. 45 2/5 sec.

Record time: 2 m. 45 2/5 sec.

THE WEATHER.

On the 6th at 12.05 p.m.—The barometer has fallen moderately in the Philippines, the depression having advanced in a N.W. direction towards the neighbourhood of S.E. Luzon.

Pressure has given way also over China and Japan, particularly over the latter. It is highest over the Pacific to the East of Japan.

## Shipping—Steamers.

**CANADIAN PACIFIC  
RAILWAY CO.'S  
Royal Mail Steamship Line.  
"EMPEROR LINE."**

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama; Victoria and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of

12 DAYS YOKOHAMA TO VANCOUVER 11 DAYS HONGKONG TO VANCOUVER

SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

"EMPEROR OF INDIA" SATURDAY, MAY 14TH.

"MONTEAGLE" TUESDAY, MAY 24TH.

"EMPEROR OF JAPAN" SATURDAY, JUNE 4TH.

"EMPEROR OF CHINA" SATURDAY, JUNE 15TH.

"EMPEROR OF IRELAND" FRIDAY, JULY 21ST.

"EMPEROR OF INDIA" SATURDAY, JULY 16TH.

"MONTEAGLE" TUESDAY, AUGUST 16TH.

"Emperor" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with an Atlantic Mail Steamer as shown above. The "Emperors" of Britain" and "Emperor of Japan" are flag-rail vessels of 74,500 tons speed 20 Knots and are regarded as second to none on the Atlantic. The "Emperors" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passenger boats to all the principal ports in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Manila and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).  
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First-Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privilege at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed later than the accommodation and commissariat being excellent in every way).

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port ..... 143.

Via New York ..... 145.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to W. GRADELOCK, General Traffic Agent, Corner Poddar Street and Praya (opposite Blake Pier),

(2)

**INDO-CHINA STEAM NAVIGATION CO., LTD.**

STEAMERS FROM HONGKONG—SUBJECT TO ALTERATION  
Sandakan MAUSANG ..... Friday, 6th May, Noon.  
MUFUNSAN ..... Friday, 6th May, 4 P.M.  
SHANGHAI via SWATOW ..... HANGSANG ..... Saturday, 7th May, Noon.  
SINGAPORE ..... HIN SANG ..... SATURDAY, 7th May, Noon.  
TIENTSIN ..... CHEONGSHING ..... MONDAY, 10th May, Noon.  
MANILA ..... HUNG SANG ..... FRIDAY, 13th May, 4 P.M.  
SHANGHAI, KOBE & MOJI ..... KU SANG ..... TUESDAY, 17th May, Noon.  
SINGAPORE, PENANG & CALCUTTA, NAMSANG ..... WED'DAY, 18th May, Noon.

RETURN TOURS TO JAPAN (OCCURRING 24 DAYS).

The steamers Kusunagi, Namegiri and Nanshōmaru leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading in Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking cargo on through Bills of Lading to Kudoo, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Lahuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD., General Managers.

Telephone No. 215. Hongkong, 6th May 1910.

18

**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

STEAMERS. TO CALL  
HAIPHONG ..... SINGAN ..... 7th May, 10 A.M.  
SAIGON ..... NINGPO ..... 7th Noon.  
SHANGHAI ..... CHINHUA ..... 8th Daylight.  
MANILA ..... TEAN ..... 10th 3 P.M.  
CHEFOO & NEWCHWANG ..... BAOSHANG ..... 10th 4 P.M.  
SHANGHAI ..... CHENAN ..... 12th 4 P.M.  
MANILA ..... LISAN ..... 12th Daylight.  
SHANGHAI ..... TAIMING ..... 17th 3 P.M.  
MANILA ..... ANHUI ..... 19th 4 P.M.  
MANILA, ZAMBOANGA & AUSTRALIA. CHANGSHA ..... 26th 4 P.M.  
Reduced Saloon Fares, single and return, to Manila and Australian Ports.  
DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANJU". AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS and TIEN TSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE:

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chingpo, Linan, Chinwei) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Tuesday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares: \$45. single, \$80. return.

For Freight or Passage, apply to BUTTERFIELD & SWINE, AGENTS.

Telephone No. 215. Hongkong, 6th May, 1910.

19

**HONGKONG—MANILA.**

**CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.**

Steamship	Loc.	Capital.	Loc.	Sailing Dates.
ZAFIRO	\$140	R. Rodger	MANILA	SATURDAY, 7th May, at Noon.
SUBLI	\$140	A. Fraser	"	SATURDAY, 14th May, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Telephone No. 215. Hongkong, 6th May, 1910.

19

**SHEWAN-TOMES & CO.**

Hongkong, 10th April, 1910.

19

## Shipping—Steamers.

**OSAKA SHOSEN KAISHA.**

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route

from the Pacific Coast to CHICAGO). Taking cargo on through Bills of

Lading to all Overland Common Points in the U.S.A. and Canada, also to

the principal Ports in Mexico, Central and South America.

Having connection with Company's "Mail

Steamer to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and

SOUTH AMERICAN PORTS up to CALLAO, TAKING CARGO AT THROUGH RATES TO PERSIAN GULF and BAGHDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

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Having connection with Company's "Mail

Steamer to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also

## *ROBBIR ESTATE RETURNS.*

	Feb.	Mar.	Total.	Shipping.
Allugar .....	1,850	2,050	5,900	Ariya's.
Anglo Malay .....	49,718	53,167	152,191	Suveric, Br. s.s., 14,011, Cowley, 4th May
Ayer Molek .....			1,344	Manila 1st May Gen.—D. & Co.
Ayer Kuning .....	200		200	Spir, Nor. s.s., 870, H. C. Solup, 5th May
Balgowalia .....	7,596	9,288	25,231	Chesfoo 29th April Beans and Gen.
Banteng .....	1,259	1,464	4,029	Aagaard, Thoresen & Co.
Batu Caves .....	10,124	13,611	29,835	Chinhua, Br. s.s., 1,359 A. S. Harris 5th May
Batu Tiga .....	5,200	6,300	16,857	—Shanghai 1st April Gen.—B & S.
Bertam .....	10,000	9,588	32,088	Kiang Ping Chi s.s., 1,222, H. Uddin, 5th May
Bukit Kajang .....	937	2,603	5,686	—Nay Chinkiang 30th April Gen.—Tu Lee & Co.
Bukit Rajah .....	37,362		73,686	Trigonia, Dut. s.s., 1,070, Helscher, 5th May
Bukit Lintang .....	2,500	2,850	7,350	Haiphong 3rd May Kerosine oil.—A. & Co.
Carey United .....	6,000	8,000	19,550	Barton, Br. s.s., 2,408, W. J. Thompson, 5th May—Moji 29th April Coal.—B. & Co.
Castlefield .....	2,138	2,800	8,312	Trigonia, Dut. s.s., 1,070, Helscher, 5th May
Changkat Serdang .....	2,806	3,787	6,593	Haiphong 3rd May Kerosine oil.—A. & Co.
Cicely .....	8,556		18,556	Hikosan Maru, Jap. s.s., 2,302, Nagawa, 5th May—Miike 30th April Coal—M. B. K.
Consolidated Malay .....	20,241		44,074	Bulywes, Br. s.s., 3,958, Deacon, 5th May
Caledonia .....	14,700	16,000	50,700	Tientsin, 29th April, Ballast.—A. P. & C.
Damansara .....	19,022	20,854	54,676	Kwangtsoo, Chi. s.s., 1,468, Lincoln, 6th May
Edinburgh .....	5,800		10,450	—Canton 5th May Gen.—C. M. S. N. C.
Federated (S'gor) .....	8,830		19,533	Anamba, Br. s.s., 1,150, Sangster, 6th May
M.S. Rubber .....	22,179	24,450	6,489	from Singapore, Ballast—McBain.
Edung .....	7,500	11,500	24,000	Haiman, Br. s.s., 636, J. W. Evans, 6th May
Ile City .....	1,245	1,663	3,558	—Swatow 5th May Gen.—D. L. & Co.
Iensbierl .....	1,719	2,172	5,784	Aughin, Ger. s.s., 1001, C. Kümpel, 6th May
Olden Hope .....	3,748	6,101	12,247	—Bangkok 4th April Rice and Meal.—J. & S.
Olonda .....	10,931		21,509	Teap, Br. s.s., 1,250, Outerbridge, 6th May
Arpended .....	3,500		6,545	—Manila 3rd May Gen.—B. & S.
High. & Lowlands .....	40,724	47,373	131,173	Yorimo Maru, Jap. s.s., 2,350, N. Kobayashi, 6th May—Moji 30th April Coal.—O. S. K.
Rich Kenneth .....	11,144	13,182	37,463	Taiwan, Br. s.s., 1,042, A. Jenkins, 6th May
Wong .....			16,000	—Saigon and May Rice.—Wingseong.
Napar Para .....	8,599		16,465	Fukura Maru, Jap. s.s., 1,939, Kumawachi, 6th May—Moji 1st May Coal.—M. B. G. K.
Salumpong .....				Nobshan, Br. s.s., 1,202, Chee Wan, 6th May

## Shipping.

Ariya's  
Br. s.s., 14,011, Cowley, 4th May—  
1st May Gen.—D. & Co.  
s.s., 870, H. C. Solow, 5th May—  
29th April Beans and Gen.—  
rd, Thoresen & Co.  
Br. s.s., 1,359 A. S. Harris 5th May  
ng 1st April Gen.—B & S.  
ng Chi s.s., 1,222, H. Uddin, 5th  
Chinkiang 30th April Gen.—Tung  
Co.  
Dut. s.s., 1,070, Helscher, 5th May—  
ong 3rd May Kerosine oil.—A. P.  
s.s., 2,403, W. J. Thompson, 5th

B. K.  
Soyo Maru, Jap. s.s., 2,922, T. Ota, 20th April  
—Moji 10th April via Japan 15th Gen.—  
T. K. K.  
Tamon Maru, Jap. s.s., 2,262, Y. Yamashita,  
24th April—Miike 19th April Coal.—M. B.  
K.  
Tsintau, Ger. s.s., 1,002, S. Heyenga, 16th April  
—Bangkok 9th April Rice and Meal.—  
B. & S.  
Wongkoi, Ger. s.s., 1,115, H. Tbbeker, 30th  
April—Bangkok 24th April Gen.—T. N.  
D. L.  
Zafro, Br. s.s., 1,618, R. Rodgers, 2nd May  
—Manila 30th April Sugar and Gen.—S.,  
T. & Co.

**Steamers Expected.**

<i>Vessels</i>	<i>From</i>	<i>Agents</i>	<i>Date</i>
Singapore .....	Singapore .....	O. & Co. ....	May 8
Singapore .....	Singapore .....	P. & O. Co. ....	May 8
Saigon .....	Saigon .....	M. M. ....	May 8
Maru .....	Majoi .....	N. Y. K. ....	May 9
Yodo Maru	Thursday I	N. Y. K....	May 9
Yocar .....	Singapore .....	D. S. & Co. ....	May 9
Yogo Maru	Moji .....	D. S. K. ....	May 10
Yodo Maru .....	Kobe .....	N. Y. K....	May 10
Eagle .....	Shanghai .....	C. P. R. Co. ....	May 10
Yogo Maru .....	Manila .....	O. S. K. ....	May 10
Yodo .....	Moji .....	D. & Co., Ld. ....	May 11
Yodo .....	Japan .....	P. M. & Co. ....	May 12
Ying .....	Calcutta .....	J. M. & Co. ....	May 14
Yodo Maru .....	Yokohama .....	N. Y. K. ....	May 15
Yodha .....	Australia .....	B. & S. ....	May 21
Patrick ...	Tacoma ...	O. S. K. ....	May 31
Yodo Maru .....	Tacoma ...	O. S. K. ....	June 8

# Post Office.

Only fully prepaid letters and postcards transmissible by the Siberian Route to  
pe.

A Mail will close for :—  
Chong—Per Sing in, 7th May 9 A.M.  
Ila—Per Zafra, 7th May 10 A.M.

ngkok—Per *Loosok*, 7th May 10 A.M.  
gaporo—Per *Binsang*, 7th May 10 A.M.  
rope. &c., Iodlin, via Tulinorin—Per  
m. 21st May 11 A.M.

A Hall will close for:—  
Hong—Per Sime 21st May 9 A.M.

**תְּמִימָה וְתַּחֲנֵמָה**

Homework

Lloyd, Mr. G. T.  
MacDonald, D.  
Mandell, B.  
Marker, H. L.  
Marriott, Dr. O.  
McBride, Capt. J.  
McIntosh, G. C.  
Menagh, J. E.  
Merecki, John  
Mickle, D. M.  
Morse, H. J.  
Moulder, A. B.  
O'Neill, E. F.  
Patterson, Capt. S. A.  
W.  
Pearce, C.  
Picton, J. B.  
Plesbergen, H.  
Rey, E. H.  
Rodger, R. K.  
Rowbray, Mr. & Miss  
Saik, H. Kab.  
Siddons, Miss  
Siddons, Miss K.  
Slingsby, A.  
Smith, M. P.  
Snyder, Capt. H. C.  
Solomon, H. H.  
Spalding, R. W., Surgeon  
and Mrs. A. D.  
Spittle, J.  
Square, Miss A.  
Stratton, W. F.  
Symmons, W. G.  
Thompson, Mr. M. L.  
Walton, T.  
Wallmann, E.  
White, D.  
Whitmarsh, A.  
Wood, G. G.  
Wright, T. S.

TAIKOO DOCKS,  
at Opposite Bay.

## *WORKS AT THE HORN*

	PEAK,
Mr. & Mrs.	John, Col. St.
	Kobelschmidt, V. & Mrs.
	Knight, O. C.
	Lack, Mr. and Mrs.
and Mrs.	Lakin, Mr.
ra.	Lauder, Lt. Col.
and Mrs.	Lawder, Mr. & Mrs. C.
Mr. & Mrs.	Logan, Mr.
Mrs.	Lyddon, Capt.
et. and Mrs.	Marmy, V. E. T. de
and Mrs.	Martin, R.
Joseph and	Morley, Lut. and Mrs.
	Neillson, Mr.

PEAK

Mr. & Mrs. John, Col. St.  
Kobelschmidt, V. & Mrs.  
Knight, O. C.  
Lack, Mr. and Mrs.  
Lakin, Mr.  
Lauder, Lt. Col.  
Lawder, Mr. & Mrs. C.  
Logan, Mr.  
Lyddon, Capt.  
Marmy, V. E. T. de  
Martin, R.  
Morley, Lut. and Mrs.  
Neilson, Mr.

**bribam, E.**

Ludap, R.	Louis, D.	
Turely, G.	MacRobie, F.	
Beolis, J.	Manisbeur, J.	
Chaix, Mme	McEckee, J. D.	
Jonscas, A.	Muir, L. A.	
Dreyfuss, A.	Neefus, H. P.	
Dupenter, Ch.	Newcombe, Mr. & Mrs.	
Lyre, H.	Nijs, H. W. de	
Garzrobowski, J. B.	Peacock, Miss H.	
Getten, Mr.	Poyalte, M.	
Gomes, A. T. M. de	Rolgalo, Mr. and Mrs.	
Hamilton, J. C.	Salyard, H. N.	
Hardy, C. H.	Schreck, G.	
Rerrera, L. C.	Teanwissen, O.	
Holt, H. O.	Theodossiu, P.	
Koedemans, G.	Vogel, Mr. and Mrs. J.	
Cafuentes, A.	R.	
Lawson, H. C.	Watlo, Mr. and Mrs.	
Lorrin, F.	Welch, T. C.	
<hr/>		
Batometer.....	May 5 at 10 a.m.	May 5 at 4 p.m.
Temperature.....	33.02	29.93
Humidity.....	78	76
Bar-fall.....	79	77

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
despatch-vessel...	...	700	4	3,000	Commander A. Lowndes.	Hongkong
cruiser, 2nd class	...	4,160	10	7,000	Captain H. B. Kiddie	Hongkong
cruiser, 1st class	...	9,800	14	13,000	Captain Fitzkerbert ...	Hongkong
river gunboat	...	710	6	900	Lt.-Commander B. G. Washington	Shanghai
river gunboat	...	784	6	900	Lieut.-Commander E. H. Donovan	Hongkong
sloop ...	...	1,070	6	1,400	Commander H. L. P. Heard ...	Shanghai
water tank and tug	...	390	—	300	Master S. West ...	Hongkong
sloop ...	...	1,070	6	1,400	Commander O. T. Barrett	Shanghai
torpedo boat destroyer	...	305	6	5,700	Lieut.-Commander Lloyd-Thomas	Hongkong
cruiser, 2nd class	...	4,360	10	7,000	Captain John Nicholas ...	Shanghai
torpedo boat destroyer	...	274	6	4,000	Lieut.-Commander B. J. Guy, V.C.	Hongkong
torpedo boat destroyer	...	275	6	4,000	Lieut.-Commander H. S. Monroes ...	Hongkong
torpedo boat destroyer	...	280	6	3,900	Lieut.-Commander G. C. Heathcote	Hongkong
cruiser, 1st class	...	9,800	14	22,000	Captain S. Farquhar	Hongkong
cruiser, 1st class	...	14,100	18	30,000	Captain Clinton Baker	en route England
river gunboat	...	616	4	1,300	Lieut.-Commander T. J. S. Lynn	Yangtse
surveying ship ...	...	1,070	6	1,400	Captain F. C. Learmonth	Hongkong
armoured cruiser 1st class	...	14,600	14	27,000	Captain Geo. C. Gayley	Hongkong
cruiser, 1st class	...	9,800	4	24,000	Captain L. R. Power, M.V.O.	Hongkong
river gunboat	...	180	4	800	Lieut.-Commander G. P. Leith	West River
river gunboat	...	85	2	140	Lieut.-Commander C. H. Woodward	Yangtse
torpedo boat destroyer	...	150	6	6,300	Commander E. Stevenson	Hongkong
river gunboat	...	85	2	140	Lieut.-Commander J. White	West River
river gunboat	...	85	2	240	Lieut.-Commander E. J. Southby	West River
river gunboat	...	85	2	240	Lieut.-Commander J. M. Barker	Yangtse
torpedo boat destroyer	...	150	6	6,300	Gunner W. Barlow	Hongkong
surveying ship	...	4,650	6	—	Commodore K. Lyon	Hongkong
river gunboat	...	180	2	800	Lieut.-Commander H. R. Godfrey	Yangtse
river gunboat	...	780	6	900	Lieut.-Commander H. T. Attav	Yangtse
torpedo boat destroyer	...	355	6	6,300	Lieut.-Commander G. B. Hartford	Hongkong
surveying ship ...	...	620	4	450	Lieut.-Commander R. L. Hancock	Hongkong
torpedo boat destroyer	...	360	6	5,400	Lieut.-Commander O. A. Fremantle	Hongkong
river gunboat	...	195	2	800	Lieut.-Commander B. R. Brooke	Yangtse
river gunboat	...	150	2	550	Lieut.-Commander M. H. Wilding	Yangtse
river gunboat	...	150	2	550	Lieut.-Commander G. F. A. Mulock	Yangtse

"Flag-Flag of Vice-Admiral the Honourable Sir Hardwicke Lambton, K.C.B., Commander-in-Chief,

\* Flying Flag of Vice-Admiral the Honourable Sir Hedworth Lambton, K.C.B., Commander-in-Chief.

## FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
	2nd class cruiser	4,320	22	5,100	Commander Fourrier	Shanghai
	river gunboat	180	6	570	Lieut. d'Estienne	Hongkong
	gunboat	630	10	900	Lieut. de Linards	Hongkong
	armoured cruiser	—	—	—	Lieut. de Maladville	Hongkong
	river gunboat	170	6	500	Lieut. Pauch	Upper Yangtse
	river gunboat	120	4	280		Tongku
	steam-launch	—	—	—		Lower Yangtse

Figure 1. The effect of the number of nodes on the performance of the proposed algorithm.

	<b>Gunboats.</b>				<b>Reserve.</b>		<b>Salgoe</b>
Nette	...	...	...	...	...	...	...
er	...	...	...	...	...	...	...
de	...	...	...	...	...	...	...
tre	...	...	...	...	...	...	...
R	...	...	...	...	...	...	...
D	...	...	...	...	...	...	...
tt	...	...	...	...	...	...	...
te	...	...	...	...	...	...	...
son	...	...	...	...	...	...	...
Rivière	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
quet	...	...	...	...	...	...	...
l	...	...	...	...	...	...	...
table	...	...	...	...	...	...	...
au	...	...	...	...	...	...	...
us	...	...	...	...	...	...	...
	<b>Gunboats.</b>				<b>Reserve.</b>		<b>Salgoe</b>
	170	—	—	—	...	...	...
	140	—	—	—	...	...	...
	134	—	—	—	...	...	...
	140	—	—	—	...	...	...
	141	—	—	—	...	...	...
	200	—	—	—	...	...	...
	1,530	8	1,300	...	Lieut. Bertrand...	...	...
	506	7	400	...	Commander Badin	...	...
	500	6	500	...	Capt. L. Gervais	...	...
	70	—	60	...	Lieut. Combet	...	...
	100	7	6,300	...	—	—	...
	150	6	150	...	—	—	...
	70	—	60	...	Lieut. Marte	...	...
	1,625	10	900	...	Commander Ragot de la Touche...	...	...
	300	7	6,300	...	Commander De la Roche Kerandras...	...	...
	70	—	60	...	Lieut. Moenier...	...	...
	300	7	7,000	...	Commander Mortenol	...	...
	70	—	60	...	Lieut. Morris	...	...
	9,320	17	6,300	...	Capt. Drouet	...	...
	1,810	8	1,600	...	Lieut. Seriot	...	...
	250	6	6,500	...	In Reserve...	...	...
	—	—	—	...	Commander Mortenol	...	...
	—	—	—	...	Lieut. Bihel	...	...

(\*) Flagship of Rear-Admiral Jan-Korgulstel  
Commissioned 1917 - still copy of the original

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie &amp; Co. Corrected to noon: later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND	APPROXIMATE PERCENTAGE OF PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE	AT WORKING ACCOUNT			
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,100,000 \$15,000 \$250,000	\$2,028,000	1/2/- for half year ending 31.12.09 @ ex 1/0 = \$15.11	4%	\$95 sellers London £91.10
National Bank of China, Limited	99,025	7	6	\$4,000	\$10,552	5/- (London 5/6) for 1909	...	\$70 buyers
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$354,581 \$207,791 \$185,000	none	10/- for 1908	6%	175 buyers
North China Insurance Company, Limited	10,000	15	6.5	Tls. 22,000 Tls. 115,253 Tls. 140,165	Tls. 207,573	Final of 7/6 making 15/- for 1908	...	Tls. 115 sellers
Union Insurance Society of Canton	12,400	\$150	\$100	\$1,000,000 \$40,000 \$135,248 \$205,240 \$21,085	\$187,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	6%	\$840 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$94,405 \$199,264	\$107,637	\$12 and bonus \$3 for 1907	7%	\$200
<b>FIRE.</b>								
China Fire Insurance Company	20,000	\$100	\$20	\$1,000,000 \$550,548 \$11,168	\$418,406	\$6 and bonus \$2 for 1908	7%	\$113 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$426,218	\$27 for 1908	8%	\$342 buyers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$157,743	Dr. \$3,717	5/- for 1908	88% sellers	\$33 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$230,000 \$100,891	Nil.	2/- for year ending 30.6.1908	...	\$33 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$117,500 \$103,541 \$19,100	\$20,766	Final of \$12 for account 1910	8%	\$30 s. & ss.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	\$10,000 \$240,000 \$72,000 \$100,000	£3,755	6/- for 1907 on Preference shares only @ ex 1/0 = \$3.154	...	\$70 buyers
Do. (Deferred)	60,000	45	45	\$10,000 \$240,000 \$72,000 \$100,000	£192,994	3rd in of 4/- per share (coup. No. 12) making 1 in all 4/- for 1908 & interim of 1/- for ac. '09	5%	94 sales
"Shell" Transport and Trading Company, Limited	1,000,000	41	41	\$65,000	\$1,121	\$1.00 for year ending 10.4.1909	4%	8.6 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$48,980	(\$1.30)	...	38%	\$141 sellers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$520,000 \$83,632	Dr. \$1,090	\$10 per share for 1909	58%	\$178 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$15,893	\$3 for 1907	...	\$28
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,102	Tls. 10 for year ending 31.8.09	...	Tls. 900 buyers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	21	21	\$25,000 \$24,390	Dr. \$1,435	Final of 1/6 making 3/- for 1909	9%	Tls. 18 sales Ps. 10 buyers
Headwaters Mining Company	60,000	Ps. 10	Ps. 10	none	Dr. \$1,191	\$1 per share 13th dividend	...	\$88 sellers
Raub Australian Gold Mining Company, Limited	150,000	21	21	\$24,781	Dr. \$8,460	\$1.75 for year ending 31.12.06	...	\$10
DOCKS, WHARVES & GODOWNS.	50,000	21	21	...	Dr. \$264,842	5/- for 1909	48%	\$57 sales
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$238,765	Interim of 5/- for account 1909	...	160 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$550,000 \$21,933	Tls. 6,261	Interim of Tls. 2/- for 1910	64%	Tls. 76 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$30,000 \$38,442 \$221,000	Tls. 9,222	Final of Tls. 4 for 1909	7%	Tls. 121 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	...	...	...	...	...
Shanghai and Hongkew Wharf Company, Limited	50,000	Tls. 100	Tls. 100	Tls. 607,357 Tls. 30,100 Tls. 18,000	...	...	...	...
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 100 \$1,100,000 \$15,150 \$46,075 \$10,000	Tls. 4,314	Tls. 6 for year ending 29.2.09	58%	Tls. 102 sellers \$16 buyers \$107 sales \$84
Central Stores, Limited	50,123	\$15	\$15	...	...	\$2.00 on old and 60 cents on first new issue	...	...
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$10,000 \$10,000 \$10,000	...	\$2.00 on old shares and 1.30 on new shares	3%	...
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	...	...	for half year ending 31.12.09	68%	...
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	...	...	Interim of 3/- for account 1909	6%	...
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	...	...	45 cents for 1909	6%	...
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,153,045 Tls. 30,000 none	Tls. 63,969	\$2 for 1909	64%	...
West Point Building Company, Limited	12,500	\$10	\$50	...	...	Final of \$1.80 for account 1909	88%	...
<b>COTTON MILLS.</b>								
Ewn Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 5	Tls. 250,000 Tls. 40,098 \$20,000	Tls. 10,091	Tls. 11 for year ending 31.10.09	84%	Tls. 135 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	...	...	50 cents for year ending 31.7.08	8%	\$64 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000 none	Tls. 8,371	Tls. 7 for year ending 30.9.09	12%	Tls. 62
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 50	Tls. 81,178	Tls. 4,830	Tls. 5 for 1909	7%	Tls. 25
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 50	...	Tls. 31,173	Tls. 35 for 1909	10%	Tls. 250 ex div.
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12/5	12/6	...	...	15% per share for 1908	50%	\$10 buyers
China-Borsig Company, Limited	60,000	\$12	\$12	...	...	60 cents for 1909	51%	\$11 sellers
China Light and Power Company, Limited	50,000	21	21	...	...	60 cents for year ended 28.2.06	52%	\$2 sellers
Chin Provident Loan & Mortgage Company, Ltd.	125,000	\$1	\$1	...	...	80 cents for 1909	91%	188 buyers
Dairy Farm Company, Limited	40,000	\$75	\$50	...	...	\$1.20 for year ending 31.7.09	61%	\$19 buyers
Grec Island Cement Company, Limited	400,000	\$10	\$10	...	...	Final of 40 cents making in all 75 cents per share for 1909	10%	\$71 sales
H. Price & Company, Limited	12,000	\$10	\$10	...	...	80 cents for year ending 21.12.08	61%	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$1	...	...	4/- dividend of \$1.20 per share and a bonus of 10 cents	61%	\$10 ex div. sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	...	...	Final of \$1.60 for 1909	61%	\$160 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$25	\$25	...	...	Final of \$1 making in all \$1 for 1910	61%	\$211
Maatschappij tot Mijn, Bosch- en Landbouwex pionariaat in Langkat, Limited	25,000	Rs. 100	Rs. 100	Tls. 547,500 Tls. 63,924	Tls. 316,682	4th interim of Tls. 12/- for 1909	61%	Tls. 1,450 s.
Peak Tramways Company, Limited	25,000	\$10	\$10	...	...	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	55%	\$15 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	...	...	None	5%	\$1.60 sales
Philippine Company, Limited	75,000	\$10	\$20	...	...	...	...	\$11 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,810 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	42%	Tls. 300 sellers
South China Morning Post, Limited	6,000	\$25	\$25	...	...	...	...	...
Steam Laundry Company, Limited	30,000	\$25	\$25	...	...	50 cents for year ending 31.5.09	8%	\$25 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	...	...	60 cents for year ending 31.12.08	6%	\$30 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	...	...	60 cents per ord. share for year ending 31.5.09	5%	\$12 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	...	...	Final of 30 cents for 1908	68%	361 buyers
William								